The main landing gear is attached directly to the forged landing gear attach frames. The main gear wheels are enclosed in a pod fairing structure which is attached to the fuselage frames. The wing is basically attached to the fuselage with shear type attachments through the forged front and rear spar fuselage frames.

The aft loading door-ramp acts as a door in the up position and a loading dock when lowered to truck bed height or a loading ramp when the aft end is lowered to the ground. The ramp is fabricated similar to the cargo floor with the longitudinal extruded magnesium planks supported by transverse floor beams built up of extruded magnesium I sections and angles. In addition, four longitudinal beams, two at each side and two forty inches each side of the centerline, extend the full length of the ramp. These beams are fabricated of extruded magnesium T sections. A hinge is located at the forward end of each beam.

The forward cargo door, hinged at the top with a piano hinge, opens outward.

The aft cargo door, hinged at the aft end with a piano hinge, opens upward into the fuselage. Both doors are fabricated of aluminum alloy extrusions and sheet.

Fuselage Aft Section

The fuselage aft section extends from just aft of Station 1810 to Station 2225. The aft section is of semi-monocoque construction with external sheet skin and both rolled and extruded hat section longerons of aluminum alloy. The frames are extruded aluminum alloy Z sections.

The aft fuselage supports the tail section components consisting of the horizontal and vertical stabilizers and the elevators and rudder. The entire empennage, consisting of the aft fuselage and tail section components may be removed from the center fuselage section.

Accessibility will be provided for the installation and servicing of mechanical controls and electrical and electronic equipment located in the fuselage aft section. The aft section may be entered from the outside through an access door in the lower surface, which is also an emergency exit door.